

GROWS NEW HAIR ON BALD HEADS IN THIRTY DAYS

Real Hair Grower Discovered at
Last in the Juice of Tropical
Shrub. Stops Falling Hair and
Itching Scalp in One Application.
Kills Dandruff Germs in
Three. Restores Color to Gray
Hair in Seven Days Without
Dyes.



Deadly Hair Destroying Dandruff
Germs Greatly Magnified. Salthol
Kills Them—Quick.

ONE HUNDRED \$1.00 PACKAGES FREE

Stop balding. Stop itching. Stop
pulling out hair by the handful with
every combing.

Kill for once and for all the Deadly Little Dan-
druft germs that sap the vitality of your hair
roots and covers your hair scalp and coat with
dandruff. Stop pulling out hair by the handful
and gray. Be young again. Have hair its natural
color.

Begin today to end all hair and scalp trouble
and have a thick, glossy, luxuriant head of hair
as Nature intended.

SALTHOL is the most wonderful hair remedy
in the world. Not a mere pleasantly perfumed
hair wash like the drug-store advertised "ton-
ics," but a genuine medicine. It is a marvelous
original scientific discovery, that gently and
actually grows new hair on the bald spot in
three days, and quickly ends hair and scalp
trouble of every form and condition. I will
prove this to 100 readers of this paper by send-
ing them a full-size \$1.00 package of SALTHOL
absolutely free to use on their own head.

The SALTHOL treatment has, as its basis,
the juice of the rare and little known Perma-
nence Shrub of South America, which grows new
hair with untold rapidity. Hundreds of
people, living in every corner of the United
States, testify to its marvellous power.

One lady writes to say: "My husband has
been bald for twenty-five years and has used
everything. The first week after using your
treatment his hair began to come in, and what
he did have was turning back to its original
color." A lady writes: "I have been terri-
bly troubled with itching scalp and dandruff
for years. Your treatment stopped them quick-
ly." Another writes: "My hair was coming out
in handfuls with every combing. One applica-
tion ended all trouble."

I want 100 readers of this paper to stop bald-
ing and send me the free coupon below—read-
ers with any form of hair and scalp trouble.
Send bald-headed people—the balding men—
those who wear wigs—who think their hair roots
are dead and that nothing can help them. The
hair roots rarely die and merely lie dormant be-
neath locked follicles. SALTHOL penetrates the
dormant and scalp food to set them to work again.

Here is the test that tells. Use SALTHOL
one week. Then take your mirror and note the
countless tiny hairs that have sprung up on
every bald spot and crown. Watch them grow.
Be careful not to apply where hair is not de-
stroyed.

Sign and send this coupon today. Including
10 cents in stamps to pay postage and
handling, and a full-size \$1.00 package of
SALTHOL, absolutely free to use on your own
head. No obligation to buy more. If not satis-
fied, my 10 cents will be returned on re-
quest. SALTHOL must grow hair on
head as you say.

Name _____

Address _____

City _____

State _____

Zip _____

WORK ON SMALL BOATS.

Preparing Pleasure Craft for the
Cruising Season.

The handsome power boat Zenobia, be-
longing to Capt. Frederick Evans of this
city, is out on the railway at Regan's
boatyard to locate and stop a severe
leak that made it necessary to frequently
pump her out to keep her afloat. A
large leak was found in her shaft log
and smaller leaks along the bottom
planks. These will be repaired and the
boat painted, and she will then return
to her anchorage at Georgetown.

The power launch Canoe, belonging to
the Chesapeake and Ohio Canal Co.,
which was out at Bennett's railway for
attention to her hull and for painting,
was completed early in the week and put
overboard. She will return to service as
a dispatch boat along the Chesapeake
and Ohio canal between this city and
Cumberland, Md.

The work of fitting out the handsome
yacht Scabbie, belonging to Henry
Seymour of this city, is being pushed
by Capt. Bell, and she will be ready for
her annual cruise to the Potomac in the
middle or latter part of this month.

The power launch Quantic, belonging to
Capt. Rucker, which is at the
boathouse foot of 9th street for her
summer overhauling, is approaching
completion and will be put
overboard. She will join the fleet en-
gaged in summer cruising work on the
Potomac.

A sloop-rigged craft belonging to Capt.
Davis is out on the small railway at
Thompson's boatyard for repairs and
repaint work done to her hull and to be
cleaned and painted. She will also be
ready to go into service this week.

Marshall Boomed for 1912 Race.

LAPORTE, Ind., June 3.—A resolution
indorsing Gov. Marshall for the presi-
dency in 1912 was adopted today by the
Indiana Democratic Editors' Association at
its summer meeting in session here.
After the resolution commending the work
of the democratic congressmen from In-
diana also was adopted.

EYES CURED

Grateful Patients Tell of Almost Miraculous
Cures of Catarrhs, Granulated Eids, Etc., by
Hess' Eyes. Weak, Watery Eyes and All Eye Dis-
orders—may have thrown away their glasses
after using this magic remedy one week.
Send your name and address with full description
of your trouble to the H. T. Schlegel Co., 504
Home Bank Building, Peoria, Ill., or all out the
country below, and you will receive by return
mail, prepaid, a trial bottle of this magic re-
medy that has restored many almost blind to
sight.

WITHOUT THE KNIFE

FREE. This coupon is good for one
trial bottle of Schlegel's Magic Eye Rem-
edy sent to you prepaid. Simply fill in
your name and address and send it to the
H. T. Schlegel Co., 504 Home Bank Build-
ing, Peoria, Ill., and you will receive by
return mail, prepaid, a trial bottle of this
magic remedy that has restored many al-
most blind to sight.

Senatorial Primary in Virginia Next September.

Next September.

FOUR PUT UP \$3,000 EACH

Senators Martin and Swanson and
Glass and Jones in Field.

RAILROAD COMPANY LOSES

Norfolk and Western Wanted to

Abolish Station, But State

Upholds Protest.

Special Correspondence of The Star.

RICHMOND, Va., June 3, 1911.

All four candidates for the United
States Senate—Senators Martin and Swanson
and Representatives Glass and Jones—have
formally entered their names as
candidates, and have paid the fee of
\$3,000 to defray the expenses of the pri-
mary election to be held September 7. The
time limit expired Thursday at noon, and
every man was in prior to that time. The
only aspirant not to confirm his aspira-
tion for the nomination was Col. J. R.
Curran of Prince William county, who
sent his notice to Chairman Dillmon, but
omitted to send the check for the amount
required of candidates.

While there remains some ninety days
before the date of the primary, so far
only two of the candidates—Messrs. Glass
and Jones—have begun anything in the
way of a campaign, and they have made
several speeches at various points and are
expected to make six or eight during the
present month. Reports of the meetings
said that the crowds are large and that
there is a considerable amount of enthu-
siasm.

Several days ago some of the friends
of the present senators were of the op-
inion that it would be well for them to
come to the state and make speeches in
reply to what has been said by those
who are opposing them, but they have
movement now to induce them to remain
in Washington and to decline to unite in
the campaign until the Senate adjourns,
provided that is done by the middle of
July, and then to come here and make a
brief and short campaign.

Would Increase Rates.

There is a proposition before the state
corporation commission to increase the
passenger rates on the interurban line
between this city and Ashland, the prop-
erty of the Gould interests in New York.
The increase asked is 25 per cent. The
application will be resisted by persons who
have bought property along the line and
who have built homes within easy dis-
tance of the city. They declare that if
the increase is granted that they will be
practically compelled to sell out at a
sacrifice and move back to the city, being
unable to save anything by living in
the country. The matter is to come up
next Tuesday for a hearing. The
roads also want to make an increase of
33 per cent for hauling milk to the city
from points along their lines.

The Norfolk and Western met defeat
at the hands of the state corporation
commission here this week. Application
made to the commission to abandon the
station between Lynchburg and Bed-
ford City, because of the allegation that
it was not a paying location. The resi-
dents of the section resisted the move-
ment, and the commission decided that
public necessities demanded that the sta-
tion be continued as before—to stop to
let off passengers or to take them on
when desired. That was all that was
asked. Had the station been abandoned,
parties fleeing to use the trains would
have been forced to drive from four to
six miles over mountain roads.

The officers of the local militia who
have been attending the camp of instruc-
tion at Luray for the past week, have re-
turned to the city. Adj. Gen. W. W.
Sale, in speaking of the camp and the
work done by the officers, says he has
never before seen such readiness and
willingness on their part to learn. He
also said that the corps of instructors
were exceedingly efficient and careful, and
appeared to take pleasure in the manner
in which they went about their duties. Gen.
Sale also declared that the officers of the
state are at this time far better equipped
and more capable in every way than be-
fore, due to the fact that the officers and
men are taking an interest in their duties.

Rules Against Pawnbrokers.

Pawnbrokers of this city have been
forbidden by ordinance to engage in the
handling, sale or loaning of money on
deadly weapons of any and all kinds. The
ordinance was enacted after the grand
jury had made a recommendation to the
city of the criminal code here, following
an epidemic of shootings and cuttings
by negroes and the lower class of whites,
who manage to buy cheap pistols, and
are a menace to the public. The pawn-
brokers have applied for a mandamus to
the city to issue to them a license to
engage in this business, and the matter
is before the courts for decision.
The police are using every means to
defeat the application, saying that when
the criminal element is denied the
right to have weapons crime will de-
crease one-half.

Speaker Richard E. Byrd of Winchester,
before leaving this city for his home to
look after his interests in the primary
election there, said that from what his
friends had told him there would be no
question of his election to the house, and
that he expected to return to the legisla-
ture. He said he would certainly be in
the race for the place of speaker, and
he has filled for two terms. He has not
had opposition since he first announced
his candidacy, and it is believed that as
certain of re-election.

Capt. George F. Baitzell of the 5th
United States Infantry base here, follow-
ing the War Department for duty in Vir-
ginia, and will devote some time to
the duties of the station, and he has been
state. It was thought that three officers
would be sent here for duty, one for each
of the elements. Capt. Baitzell, however,
yet reported, but he will report to Adju-
tant General Sale, and a plan will be
worked out for his duty at the stations
of the several commands as long as pos-
sible. His work will be restricted to the
infantry.

Fredericksburg is preparing to celebrate
July 4 in a manner which will mark
the centennial of the city's founding. The
corner stone of the new State Female
College and Industrial School, which is
imposing Masonic ceremonies. President
K. H. Russell is already arranging the
celebration, and he has announced that
he has announced that Gov. Mann will
be one of the speakers. It is expected
that the celebration will be a grand
part in the exercises. The celebration
will open for the reception of students by
the middle of September.

Searcher for Short Weights.

Thomas W. Joseph, sealer of weights
and measures, is on a campaign for the
merchants, grocers, butchers, ice men
and all the trades who use weights and
measures, to the practice of dealing out
weight in all commodities. He has been
rounding up the delinquents for some
time, and he has confiscated enough
weights, scales, measures and devices
for computing weights and measures to
stock a shop considerable proportion of
the city. Mr. Joseph has found several sets
of scales which gave anywhere from four-
teen to twenty per cent short. The scales
which were a pint short, and many
others which were a quart short, and
many others which were a gallon short.
The state board of education has ar-
ranged for twenty summer schools for
the teachers of the state, these being dis-
tributed at various points. Thirteen of
the schools are for white teachers and
seven are for colored teachers. The teach-
ers who attend the schools and get high
grade following examination, after taking
the course of instruction, are given choice
positions when teachers are assigned to
the schools of the cities and counties. The
great bulk of the teachers in Virginia are
women, and the vast majority of them
are graduates of the normal colleges and
other institutions.

The 30" Four Cylinder Locomobile for Six Cylinder

Fourteenth Annual Announcement

\$3500.

FOR 1912 The Locomobile will set a new standard of Luxury in motor cars. Our success in the past resulted from our continued efforts to make the Locomobile the best built car in America. Having attained this mechanical superiority our present aim is to make the Locomobile the most luxurious American car—Quiet, Comfortable, Perfect in detail.

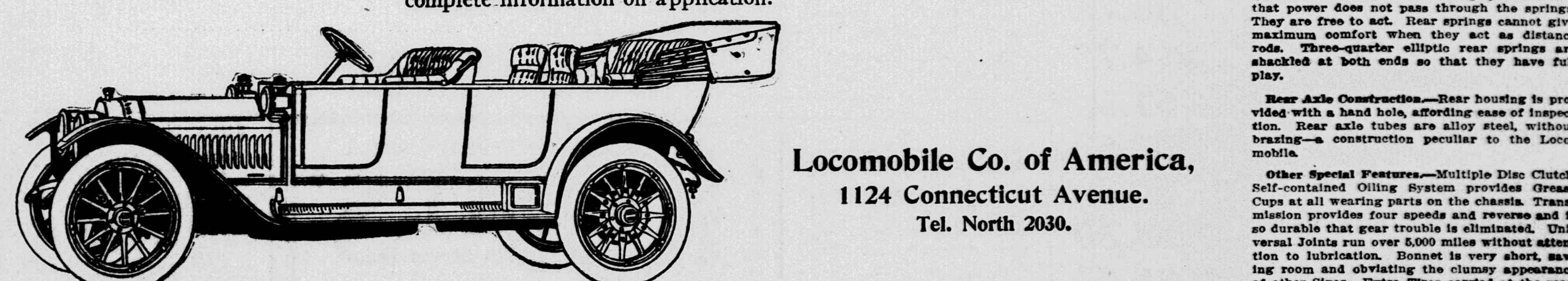
The "48" Locomobile by virtue of its excellent performances in 1911 has established a new standard in Six Cylinder construction. Realizing the demand on the part of the present day motorist for increased comfort, we have made careful study and investigation for the purpose of making this Car the last word in Luxury.

The improvements that we have made in this direction produce Ease and Comfort hitherto unknown in motoring. As an instance the rear seat cushions and high backs in our Six Cylinder Touring Car are each provided with upholstering ten inches deep—as soft and restful as the easiest library chair. Passengers are seated low in the car, which produces a feeling of security.

Our Five Passenger Six Cylinder Torpedo is the most perfect combination of Luxury and Style yet offered in this popular type of body. Three passengers are carried on the rear seat, which has upholstering ten inches thick, cushion and back. We also make a Four Passenger Torpedo upholstered in the same luxurious manner. The combination of advantages offered only in the Locomobile Shaft Drive Six make it—A Perfect Machine—A Perfect Vehicle.

The "30" Locomobile, Four Cylinders. This reliable and convenient five passenger shaft drive car will be marketed for 1912 without change excepting increased attention to details of finish and equipment. Price, \$3,500.

All 1912 Locomobile Models are equipped with High Tension Ignition, Demountable Rims and Top. The customer is given his choice of color. More complete information on application.



The "48" Six Cylinder Touring Car, \$4,800. Interchangeable Tires.

Locomobile Co. of America,
1124 Connecticut Avenue.
Tel. North 2030.

RACING YACHTS ON WAY TO ANNAPOLIS.



FROM LEFT TO RIGHT—THE GRACE, JANET, FREYA (WINNER) AND GRACE K.

BOAT CLUB GOSSIP

AND OTHER AQUATIC ITEMS

putting the Freya on the windward side of the river, and of course in such a position that but three or four legs were required to put her around Mathias point, where, with balloon jib set, she quickly drew out of sight. That left the two other yachts fighting to get around the lighthouse first and set racing canvas.

Up to this time no one on the Grace K. knew of the Freya's position, and she was up to within two miles of the Freya. Annapolis, it being supposed that they would race only as far as the beach, but they entered at the last minute after the Grace K. had dropped anchor and the Freya stood off on a starboard leg across the river for Cobb point, the breeze having hauled again, this time to the southeast. From there on down to Point Lookout the Freya kept at least fifteen miles ahead of the Nememoocha, and at sunset the next morning she was almost abreast of Cedar Point light, while the flagpole could just be made out off Point No Point.

The breeze kept rather light all day until about 3 p.m., when a good stiff wind set in from the southeast, the Nememoocha catching the first of it and eating up to within two miles of the Freya. Approximately this much water was kept between the two boats during the race, the Grace K. dropping anchor at 7 o'clock, the Nememoocha hove in sight off Tolleys Point.

Later in the night the Janet came in, followed by the Grace K., and after all reports were turned into the committee, the Grace K. was declared the "hay" for a much needed rest.

The local harbor is rather well cleaned out at present, only a few power craft, the yavies Grace K., the Nememoocha, and the Grace K. are left. The first named craft will leave here on July 1 for Annapolis, and the Grace K. will start the annual cruise will start at "Crawtown," where the club has a station, and at the first of the month the Grace K. will be held, a reception to visiting yachtsmen will be given by Commodore W. W. Grace at Radcliff Manor, and last of all, a big interclub race will be held from Oxford to Norfolk. It is supposed that the local yachtsmen will leave their craft in the Hampton Roads Club basin until Labor day, when they will run down to Norfolk and race this city.

Mr. George H. Evans has sold his twenty-six-foot launch Armida, to a prospective member of the Capital Yacht Club. The sale was a record one, the boat being advertised Tuesday and sold Thursday morning, much to the delight of Mr. Evans, who has contemplated retiring from active boating for some time.

The steam yacht Carmenta, owned by Miss Josephine Fletcher of New York, visited this port Monday afternoon, returning here until either today or Monday. The Carmenta is one of the few registered yachts owned by a woman and is the first to anchor off Washington.

The Eastern Power Boat Club fleet cruised to Colonial Beach Sunday, staying over the 30th and returning home Tuesday night. The trip was taken by all of the larger boats in the fleet and its successful termination assures a longer run later in the season.

The fourth annual Washington Canoe Club minstrel show was successfully produced at Chase's Theater last Monday night.

The schooner-yacht Greyling returned from Colonial Beach the night of the 30th, with her owner, George P. Zurcher, aboard. Both local yacht clubs were well represented at the resort Sunday and Monday, as the Grace K. flying the Capital burgee, was also off the beach at the same time.

The Potomacs were agreeably surprised at the showing the Annapolis Boat Club made in the race against the local clubs, and several members of the Georgetown club have expressed themselves as being of the opinion that the two boats will be considerably lessened at the next meet if the city crew continue rowing. The Annapolis crew refused to excuse their losing the race by dwelling on any singular misfortune, but it is well understood by every witness of the affair that had Orville Brown not captured the inevitable crustacean when he practiced down the course, the result of the contest might have been a little different. Captain Middleton, in speaking of his crew before the 27th, said: "There is but one thing we fear, we keep us making a fair showing, and we don't expect to win, and that some one in the boat is sure to catch a crab. However, it will only be a practice race, so no one will lose anything by finishing second." The Potomacs will continue rowing until July 1, when the crew will leave for Philadelphia to attend the People's regatta, July 4.

Morris M. Whitaker, secretary of the American Power Boat Association, announces that a meeting of the council of the association has been called, to take place at the Waldorf-Astoria, New York, the evening of June 15, to draw up a new set of rules and amend the old ones for a silver cup, offered under the auspices of the association by the

the old-time minstrel circle and end men went through their songs, and part three, Moonlight on the Potomac, a beautiful scene constructed almost entirely by V. Ray Garrett.

In that scene the star of the company was brought to light in the person of Horace C. Chandlee, who went through the delicate mazes and graces of a ballet dancer with all the lightness and charm of a Ruth St. Denis. Arthur Pierce brought forth shrieks of laughter with his song "The Cat and the Mouse." Felix Mahoney and Brooke Amis scored equal hits with their several comic songs.

The club staff in charge of the show, consisting of Odell L. Whipple, Laurence F. Erberbach, T. Arthur Smith, V. Ray Garrett, Felix Mahoney, W. Bartlett Whipple, Dr. N. Willis Pomeroy and Robert von Ezzdorf, wishes to extend its thanks to P. W. Evans for his able and untiring efforts in staging their latest and most successful offering.

E. O. Reed of the Corinthian Yacht Club has just installed a new seven-horsepower Buffalo engine in his launch, the auxiliary sloop Minnow, returning to Marshall Hall later in the day. Several Corinthian boats taking part in the club cruise, were just leaving Tuesday and sold Thursday morning, much to the delight of Mr. Evans, who has contemplated retiring from active boating for some time.

Mr. and Mrs. Ed B. Wayson and a party of friends cruised down to Chincoteague creek last Tuesday morning on the "Shore" come from Kent and Norfolk, pulled in and Mr. Wayson joined them in their return to this city.

As many as many boats in the annual cruise on the 28th as usual, but the club was well represented in consideration of the fact that very few boats were out Monday, but it is well understood by every witness of the affair that had Orville Brown not captured the inevitable crustacean when he practiced down the course, the result of the contest might have been a little different.

There seems to have been some trouble about securing a steamer on the 30th for the excursion planned for the 31st, but the matter has been postponed until Saturday, July 1, and the speed boat races on the same date.

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What salutes should be given yachts when passing? F. J. CONRAD. Salutes should be returned as given, but should never be given to a steamer. Lifting the cap is considered the proper form among real yacht clubs. At this point reference should be made to small yachts saluting steamers or other passenger-carrying boats. This should never be done. It is the steamer's place to salute first, and only in such an instance should a return salute be given with the whistle.

Trains Operated by Hello System. Special Dispatch to The Star. CUMBERLAND, Md., June 3.—The Cumberland and Pennsylvania railroad, of which Jere H. Wheelwright of Baltimore is president, now successfully operated by the "Hello" system. The company has established boxes at regular intervals along the road on telephone poles, and when needed a train conductor may easily call in from one of these boxes without having to run a telephone wire along the road, and the system of call bells for offices also forms part of the railroad telephone apparatus.

YACHTS, BOATS, ETC.

FOR SALE—HARGAN, BRAND-NEW, HAND- some, twin-engine, raised deck cruising yacht. The "Shore" come from Kent and Norfolk, pulled in and Mr. Wayson joined them in their return to this city.

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